

CLASSIFICATION		SECRET	- U.S. OFFICIALS ONLY
COUNTRY	East Germany		
TOPIC	Neubrandenburg Airfield		
EVALUATION	PLACE OBTAINED	[REDACTED]	
DATE OF CONTENT	[REDACTED]		
DATE OBTAINED	DATE PREPARED	30 November 1954	
REFERENCES	[REDACTED]		
PAGES	4	ENCLOSURES (NO. & TYPE)	[REDACTED]
REMARKS	This is UNEVALUATED Information		

1. Between 30 September and 18 October 1954, except for 4 October, Li-2s daily practiced individual flying at altitudes of 150 to 400 meters at Neubrandenburg airfield. There was usually a closed ceiling.

At about 1600 on 5 October, the five helicopters which were reported previously from Neubrandenburg returned to the field in close order formation and landed individually. At 0000 on 8 October, 20 Li-2s were parked on both sides of the southern taxiway and 5 helicopters near the former armament adjustment range.

2. Between mid-September and 22 October, the following units daily fell in at 0745 in the southern part of the quartering area at Neubrandenburg airfield:

About 95 officers and 15 EM flying personnel in four groups:

- 1st group: About 25 officers in service uniform, all of them carrying map pouches
- 2nd group: About 15 officers with short brown leather jackets, some of them carrying map pouches
- 3d group: About 15 EM in service uniform with garrison caps
- 4th group: About 40 officers in service uniform.

Every morning, the flying personnel were reported by a colonel, about 45 years old and tall, to another colonel. The names of both colonels were unknown.

About 25 officers and 60 EM ground personnel in four groups:

- 1st group: About 20 officers in service uniform with a major as ranking officer who was presumably a technical officer since he had been seen repeatedly near the garages

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- 2d group: About 40 EM in service uniform
 3d group: Three officers and 8 EM (paymaster officials and administrative personnel)
 4th group: Three officers and about 10 EM. One of the officers was Lieutenant Gusse(fnu).

Guard personnel, radio operators, weather service and kitchen personnel and 6 EM wearing parachute insignia did not fall in in the morning. The latter **group** were repeatedly seen but it was not known where they were quartered. Their enamel insignia measured about 5 x 2.5 cm and showed a white parachute on blue background. Members of AAA units were not seen. The total strength of personnel stationed at the field was estimated at 260 to 280 men.

20 October. At about 0900, about 30 officers and EM, mainly including senior lieutenants and lieutenants were informally bidden farewell in the southwestern corner of the quartering area. The baggage of the 30 soldiers were loaded on truck [redacted]

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22 October. At about 1030, a column of about 40 EM led by an NCO marched toward the EM messhall in the southeastern part of the quartering area. The EM were very young and they were believed to be recruits who had arrived on the preceding day. From a conversation with Captain Kachinski (fnu) who was in charge of the German workers at the field, it was learned that this Captain had returned from a furlough on 21 October and that he was scheduled for return to the USSR in the very near future. The successor to Captain Kachinski was a major but his name was unknown. 2

3. The following air activity and aircraft were observed at the field:

At about 1500 on 19 October, 22 Li-2s, 5 helicopters and 1 biplane were parked at the field. The Li-2s were standing just north of the southern taxiway; their cockpits and engines were covered by tarpaulins. One black wooden box, 3 x 1 x 1 meters and one red fire extinguisher were seen alongside each aircraft. [redacted]

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The five helicopters were parked south of the southern taxiway near aircraft revetments. The helicopters had the following features:

Four-wheel landing gear	rubber-tired wheels, two in front about 25 cm in diameter, 2 in the rear about 40 cm in diameter, none retractable
Four-bladed main-rotor	in about the middle of the fuselage. Each blade was 375 to 400 cm long and 40 cm wide at its widest point. The blades were made of wood and had a metal coating along the leading edges.

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When the engine was not in operation, the blades hung at about 20 degrees below the horizontal line and during operation, they were lifted slightly above the horizontal line.

Three-bladed tail-rotor

at the tail, each blade was metal and 50 to 60 cm long. They were painted gray-green.

Fuselage

about 5 x 1.8 x 1.8 meters. There was a door on the left side; the right side was not seen. The fuselage had a ground clearance of 1.2 meters in front which decreased to 60 cm to the rear.

The following details were learned from a captain:

The crew of a helicopter consisted of two men, the pilot and the radio operator. In addition, up to 15 passengers could be carried in the craft. The helicopters stationed at Neubrandenburg airfield were fitted with devices to attach stretchers and two stretchers could be fitted above each other.

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Individual flying by the helicopters was repeatedly seen from a large distance. When taking off from the dispersal area, they turned toward the north and subsequently climbed vertically. It appeared that they did not regularly practice flying but only made local test flights at altitudes of up to 100 meters. The helicopters were seen flying forward, laterally and vertically but never backwards or hovering motionless in the air. On 3 October, the 5 helicopters in formation were seen approaching the field from the south. The distance between them when flying in an element of two and a formation of three was about 30 meters. The distance between the two formations was about 200 meters.

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4. Motor vehicles stationed at the field were believed to include 1 jeep, 3 sedans, 30 trucks, and 10 tank trucks with trailers. Most of the trucks were two-axle ZIS-5 vehicles. The motor vehicles were parked in the garages which had a capacity of about 35 trucks.

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5. A temporary wooden building, about 40 x 15 meters, had been erected just south of the southern taxiway between hangars Nos 3 and 5. A red fire truck was seen next to the building. It was believed that the new building housed the fire guard and was also used as a dayroom by the ground personnel. An air sleeve was seen on the

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COUNTRY REPORTTOPIC Neubrandenburg Airfield

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roof of hangar No 3. An anemometer with four cups was seen next to the flight control station south of the west-east runway. The weather station was presumably housed in the flight control station.

6. About 0800 on 18 October, and about 0800 on 19 October, 7 and 2 railroad tank cars respectively were seen on the spur track west of the southern part of the garages. Between 19 and 22 October, several tank trucks hauled the fuel from the railroad tank cars to the fuel dump. It was not seen in which way the fuel dump was re-filled.

1. Comment. Neubrandenburg airfield is still occupied by a transport regiment which is equipped with 20 to 22 Li-2s and 5 helicopters. The present information confirms that these helicopters are of type 36.

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2. Comment. Similar personnel strength was reported previously by another source. Captain Kachinski was previously reported in connection with the assignment mentioned. Lieutenant Gusev was reported to be his deputy.

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